

THE COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS 17 MAY 1910

THE PENSION BUILDING
441 F STREET, N.W., SUITE 312
WASHINGTON, D.C. 20001

202-504-2200
202-504-2195 FAX

MEETING OF THE COMMISSION OF FINE ARTS

17 November 1994

AM 10:00 CONVENE, Suite 312, 441 F Street, NW, Washington, DC

I. ADMINISTRATION

A. Administration of oath of office:

Rex Ball
Carolyn Brody
J. Carter Brown
Eden Rafshoon

B. Approval of minutes:

20 October 1994

C. Dates of next meetings:

15 December 1994 ?
Draft of 1995 CFA calendar.

II. SUBMISSIONS AND REVIEWS

A. Department of the Navy, Chesapeake Division

1. CFA 17/Nov/94-1, Naval District Washington, Bellevue, Washington, D.C. Community plan and housing design for 188 housing units. Concept design. (Previous: CFA 18/Nov/93.)
2. CFA 17/Nov/94-2, Naval Security Station, Ward Circle, Washington, D.C. Addition to Chapel, Building 6. Design.

B. Department of Energy

CFA 17/Nov/94-3, Department of Energy. Landscape design for vacant site at 9th Street between the Forrestal and Federal Aviation Buildings.

II. SUBMISSIONS AND REVIEWS continued, 17 November 1994

C. General Services Administration,
National Capital Region

CFA 17/Nov/94-4, Ariel Rios Federal Building,
1200 Pennsylvania Avenue, N.W. Handicapped
accessibility ramps. Revised design. (Previous:
CFA 27/Jul/94-10.)

D. District of Columbia Department of
Consumer and Regulatory Affairs

1. Shipstead-Luce Act

a. S.L. 94-98, 51 Louisiana Avenue, N.W.
The Acacia Building. Revised design for
building addition. (Previous: CFA
20/Oct/94.)

b. Appendix I.

2. Old Georgetown Act

a. Appendix II.

E. National Park Service, National Capital Region

CFA 17/Nov/94-5, Arlington, Virginia. Repainting
Netherlands Carillon.

E X E C U T I V E S E S S I O N

F. National Park Service, National Capital Region

CFA 17/Nov/94-6, Comprehensive Design Plan for the
White House and President's Park. Status report.

L U N C H

12:30 PM Slides on the development of Washington will be shown
during lunch.

SHIPSTEAD-LUCE SUBMISSIONS

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
S.L. 95-04	1901 Quincy Street, N.W. Sam Kilpatrick Residence	Fences - permit

ACTION: No objection to issuance of permit for proposed cedar fences, arbor and landscape plan.

S.L. 95-05	301 Pennsylvania Avenue, S.E.	Alterations to
HPA. 94-34	Douglas Development Corp.	storefront
	Boston Chicken	- conceptual

ACTION: Recommend AGAINST concept as submitted. Although alterations to storefront could be considered, drawings submitted are inadequate for review. New submission should include accurate drawings depicting dimensions, materials and proportions.

S.L. 95-06	505 2nd Street, N.E.	Alterations
HPA. 95-38	Christian Life Commission	- permit
	Office building	

ACTION: No objection to issuance of permit for proposed alterations. Working drawings conform to approved concept. See previous Action (S.L. 94-86). Replacement wood windows will match existing.

SHIPSTEAD-LUCE SUBMISSIONS

ADDENDUM

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
S.L. 95-05	301 Pennsylvania Avenue, S.E.	Alterations to
HPA. 94-34	Douglas Development Corp.	storefront
	Boston Chicken	- conceptual

ACTION: No objection to concept for expansion of existing commercial bay window on public space which includes alterations to storefront as shown in supplemental drawings received and dated 16 november 1994. Letters of signs to appear on both elevations should be no larger than 12 inches high, each to have ONLY two goose-neck lamps placed between the second story windows for illumination. Submit working drawings for permit review when ready.

OLD GEORGETOWN SUBMISSIONS

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 94-135	1226 36th Street, N.W.	Handicapped
HPA. 94-467	Clyde's Restaurant Group	access ramp
	1789 Restaurant	- permit

ACTION: Returned without Action. Case superseded by case no. O.G. 95-12.

O.G. 94-170	1015 Wisconsin Avenue, N.W.	Sign -
HPA. 94-569	1015 Joint Venture	permit
	Capitol Technigraphics	

ACTION: No objection to issuance of permit for a **non-illuminated** sign ONLY which will contain a single line of 9 inch letters reading "Capitol Technigraphics" and a 21 inch logo, omitting the proposed underlining.

O.G. 94-173	1050 31st Street, N.W.	New doors
HPA. 94-581	Association of Trial Lawyers	and awning
	of America	- permit

ACTION: No objection to issuance of permit for proposed new double doors and shed-type awning as shown in supplemental drawings received and dated 7 November 1994.

O.G. 95-01	1214 Wisconsin Avenue, N.W.	Projecting and
HPA. 95-05	Hilda Horn	wall signs
	Rock Creek Book Shop	- permit

ACTION: No objection to issuance of permit for projecting sign ONLY as shown in supplemental drawings received and dated November 16, 1994. A small projecting sign at this location is reasonable as advertisement for a second floor merchant.

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 95-02	3251 Q Street, N.W.	Wood fence
HPA. 95-12	Harry N. Panapoulos Residence	and gate - revised design - permit
ACTION: No objection to issuance of permit for proposed fencing at the locations shown. Fence will have pressure-treated posts and cedar or pine fencing boards stained white or grey.		
O.G. 95-03	3401 M Street, N.W.	Alterations, flag
HPA. 95-14	Francis Scott Key Foundation Office and museum	pole, signs and awning - permit
ACTION: No objection to issuance of permit for proposed alterations, wall-mounted flag pole, signs, plaques and awning.		
O.G. 95-06	3067 Canal Street, N.W.	Projecting
HPA. 95-20	Arlette and Rob Coppock The Fourth Lock	sign - permit
ACTION: No objection to issuance of permit for proposed projecting sign at this location as shown in supplemental drawings received and dated 8 November 1994. Sign will be dimensioned to fit between sill of second floor window and head of door opening.		
O.G. 95-07	3040 M Street, N.W.	Addition and
HPA. 95-21	Georgetown Centre Barnes & Noble Booksellers Eddie Bauer	sign scheme - revised concept
ACTION: No objection to concept design for renovation of existing industrial building along with infill addition as shown in supplemental drawings received and dated 7 November 1994. There is no objection to the sign concept as proposed, noting that the Eddie Bauer lettering will be dropped from the blind door on M Street and that the Barnes & Noble sign on 30th Street will be smaller to suit the scale of the existing bay.		

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 95-08	3029 Q Street, N.W.	Alterations to
HPA. 95-31	Mr. & Mrs. Michael Nussbaum	approved addition
	Residence	- revision to
		permit - revised
		concept

ACTION: No objection to concept of revision of approved design (case O.G. 94-103). Concept design submitted is an improvement over the approved permit design. Submit permit review documents when ready.

O.G. 95-09	1066 Wisconsin Avenue, N.W.	Wall and roof
HPA. 95-33	BBRG Washington Rest. Group	replacement
	Papa Razzi	- permit

ACTION: Returned without Action. Proposed work is maintenance and repair with replacement-in-kind where needed. Work conforms to previously approved construction and demolition permit applications. See previous Actions (O.G. 94-62 and O.G. 94-63).

O.G. 95-10	1677 31st Street, N.W.	Alterations to
	Stephen Wells & Jane Wilson	door and window
	Residence	openings - permit

ACTION: Returned without Action. Although there is no objection to proposed alterations, proposed work is not visible from public space and conforms to the approved concept. See previous Action (O.G. 94-157). Changes to the front elevation of the building are not included in this permit application and will be submitted for review at a later date, along with the roof decks.

O.G. 95-12	1226 36th Street, N.W.	Handicapped
HPA. 95-43	Clyde's of Georgetown	access ramp
	1789 Restaurant	- permit

ACTION: No objection to issuance of permit for changing slope of public sidewalk for construction of handicapped access to restaurant entrance.

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MEETING OF THE COMMISSION OF FINE ARTS

17 November 1994

The meeting was convened at 10:35 a.m. in the Commission of Fine Arts offices at the Pension Building, 441 F Street, N.W., Washington, D. C.

Members present: Hon. J. Carter Brown, Chairman
 Hon. Rex Ball
 Hon. Carolyn Brody
 Hon. Jeannine Smith Clark
 Hon. Eden Rafshoon
 Hon. Susan Porter Rose

Member-designate
present: Harry Robinson. (Mr. Robinson's credentials
 had not been received in time for the
 meeting.)

Staff present: Mr. Charles H. Atherton, Secretary
 Mr. Donald B. Myer, Assistant Secretary
 Mr. Jeffrey R. Carson
 Mrs. Sue Kohler
 Mr. José Martínez-Canino

National Capital
Planning Commission
staff present: Mr. Patrick Tribe

I. ADMINISTRATION

A. Administration of oath of office:

Rex Ball
J. Carter Brown
Carolyn Brody
Eden Rafshoon

The Secretary administered the oath of office to Mr. Brown, who had been reappointed, and to the others, who were new members; all were welcomed to the Commission.

B. Approval of minutes of the meeting of 20 October 1994. Mrs. Rose suggested several minor changes which were unanimously agreed to and subsequently made.

C. Dates of next meetings:

15 December 1994

Draft of 1995 CFA calendar

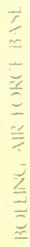
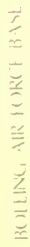
The Secretary said it was unlikely there would be a need for a meeting in December, but the members were urged to keep the 15th open in case the situation changed. In regard to the 1995 meeting schedule, it was agreed to move the July meeting from the 20th to the 27th, and to change the date of the December meeting from the 21st to the 14th.

II. SUBMISSIONS AND REVIEWS

A. Department of the Navy, Chesapeake Division

1. CFA 17/NOV/94-1, Naval District Washington, Bellevue, Washington, D.C. Community plan and housing design for 188 housing units. Concept design. (Previous: CFA 18/NOV/93.) Staff member Jeffrey Carson introduced this submission, noting first that he had attended several meetings at which the project was discussed. He said that at present there were 400 substandard housing units on the site, and that some had been built on a floodplain. The plan was to reduce the number of units to 188, keeping all construction off the floodplain area. He introduced Gene Washington from the Navy to discuss the project more fully.

Mr. Washington said the existing housing had long been an eyesore, and there were a number of housing violations in the materials used, such as asbestos, as well as the constant danger of flooding; he said the units were now vacant. New housing was needed because it was difficult to find affordable quarters off base for personnel with two or three children. Since the Navy already owned the Bellevue land, it seemed preferable to build on it rather than go into a lease arrangement with private landowners off the base. Mr. Carson commented that in addition to the housing, the project would include a community center, storage and maintenance facilities and eventually a day care center. Mr. Ball asked what the master plan showed for this area, and Mr. Washington said the Navy had not been involved in the planning aspect of Bolling, that the Air Force had prepared the plan. Mr. Ball said the clearing of the flood plain was a good idea, but he thought the master plan should be seen before any decision was made. Mrs.



BOULING, AIR FORCE BASE

- BOULING, AIR FORCE BASE

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31. CFA 17 Nov. 94-1. Bolling
Naval District. Bellevue
Military Family Housing.



S1 SITE & LANDSCAPE PLAN

S2 UTILITY PLAN

S3 GRADING & STORM DRAIN PLAN

A1 COVER SHEET • RENDERING PERSPECTIVE

A2 TWO BEDROOM TOWNHOUSE • ILLUSTRATIVE PLANS & ELEVATIONS

A3 TWO BEDROOM TOWNHOUSE • TECHNICAL PLANS & ELEVATIONS

A4 THREE BEDROOM TOWNHOUSE • ILLUSTRATIVE PLANS & ELEVATIONS

A5 THREE BEDROOM TOWNHOUSE • TECHNICAL PLANS & ELEVATIONS

A6 TWO BEDROOM HANDICAP TOWNHOUSE • ILLUSTRATIVE PLANS & ELEVATIONS

A7 TWO BEDROOM HANDICAP TOWNHOUSE • TECHNICAL PLANS & ELEVATIONS

A8 THREE BEDROOM HANDICAP TOWNHOUSE • ILLUSTRATIVE PLANS & ELEVATIONS

A9 THREE BEDROOM HANDICAP TOWNHOUSE • TECHNICAL PLANS & ELEVATIONS

A10 TYP. BUILDING • PLANS & ELEVATIONS

A11 TYP. BUILDING • SECTION & WALL SECTIONS

A12 ANCILLARY FACILITY • PLANS

A13 ANCILLARY FACILITY • ELEVATIONS

A14 KITCHEN & BATH ELEVATIONS, FINISH SCHEDULE • 2x3 BEDROOM UNITS

A15 KITCHEN & BATH ELEVATIONS, FINISH SCHEDULE • 2x3 BEDROOM HC UNITS

M1 TWO BEDROOM TOWNHOUSE • MECHANICAL PLANS

M2 TWO BEDROOM HANDICAP TOWNHOUSE • MECHANICAL PLANS

M3 THREE BEDROOM TOWNHOUSE • MECHANICAL PLANS

M4 THREE BEDROOM HANDICAP TOWNHOUSE • MECHANICAL PLANS

E1 TWO BEDROOM TOWNHOUSE • ELECTRICAL PLANS

E2 TWO BEDROOM HANDICAP TOWNHOUSE • ELECTRICAL PLANS

E3 THREE BEDROOM TOWNHOUSE • ELECTRICAL PLANS

E4 THREE BEDROOM TOWNHOUSE • ELECTRICAL PLANS

32. CFA 17 Nov. 94-1. Bolling
Naval District. Bellevue
Military Family Housing

Brody asked how the Navy had been able to reduce the number of units needed so drastically; Mr. Washington said they planned to move some of the families to other bases in the area. Mrs. Rose and Mr. Ball expressed concern about possible toxic contamination of the housing area because of the proximity of the Blue Plains Sewage Treatment Plant and the Naval Research Laboratory.

The Secretary commented on the long-range use of this prime open space so near the Capitol. He said no one had come out and asked: Is this the right use for this land? With the government closing many military bases and a lot of federal land becoming available, he thought putting a housing development on this property was at least questionable. He suggested that the issue could be raised in the Commission's letter.

Mrs. Brody said that with the planning and environmental issues at stake, she would feel more comfortable in receiving more information before making a decision. Mr. Ball observed that the site was totally visible from National Airport and should be developed with that in mind. He also thought that whatever went there should be oriented toward the water, with access to a redeveloped waterfront.

Therefore, although there were no objections to the concept design for the new houses, action was deferred until such time as a representative from the Air Force could address the Commission on the master plan for the area, and the environmental issues could be discussed. Exhibit A

2. CFA 17/NOV/94-2, Naval Security Station, Ward Circle, Washington, D. C. Addition to chapel, Building 6. Design. Mr. Carson located the Naval Security Station on an aerial photograph, pointing out Massachusetts and Wisconsin avenues, the National Cathedral, and American University. He also showed a 1929 photograph of the chapel, noting that since that time the building had been surrounded by other structures that were protected by chain link fences, making an unattractive setting. He said the Navy was requesting the addition of a handicapped-accessible lavatory facility and two ramps, for entry into the church and the lavatory. Again, he asked Gene Washington to continue the discussion.

Mr. Washington said the chapel was an old historic structure, very popular for weddings, and with the passage of the Americans with Disabilities Act they were now required to install an elevator to reach the existing basement lavatory facilities or to construct new facilities at ground level; he said they would prefer the latter solution. He added that the chapel had originally been associated with a women's college on the site, and that the security station had been established during World War II and then expanded over the years. He pointed out on photographs the chain link fences that made it necessary to enter the chapel from the

side of the portico rather than from the front, and noted the decision to place the addition on the east side, the only feasible place to put it.

There were no objections to the addition or to the ramps, but the members were concerned with the layout of the nearby parking lot, the landscaping, and the location of the chain link fences, which they thought could be moved so that they would not have such a disastrous impact on the chapel. The Chairman thought a site inspection would be helpful in determining just what should be done. A motion was made and carried that further information on these matters was needed before the project could be given final approval, but that the Navy could proceed with the design of the addition and ramps. Exhibit B

B. Department of Energy

CFA 17/NOV/94-3, Department of Energy. Landscape design for vacant site at 9th Street between the Forrestal and Federal Aviation buildings. Mr. Carson said this was essentially a request to landscape the roof structure over a tunnelled section of I-395. He introduced Cherylynne Williams from the Department of Energy to make the presentation.

Ms. Williams said the property, owned by the District of Columbia, was a no-man's land, filled with weeds and trash; she said the Department of Energy had been working with the District, the Federal Highway Administration, and GSA, to try to make the area more pleasing to the public and the employees of the federal buildings nearby. She showed the three schemes that had been developed, with varying degrees of formality, saying that the preference was for the one that showed a winding path under flowering and shade trees with plantings of various seasonal flowers. She noted that it would be designed in conformance with the Mall Streetscape Manual and had been approved by the group that had developed the manual. The plants selected were varieties that needed a minimum amount of watering, in accordance with the President's initiative to use drought-resistant plant material. Ms. Williams said the Federal Highway Administration would pay for the landscaping, and the Department of Energy would maintain it.

Mr. Ball mentioned the sculpture that had formerly been on the site, in connection with an outdoor sculpture exhibition, and asked if sculpture could be made part of the upgrading. The landscape architect said it could easily be added, providing it was not too tall, as the trees would be small. Mrs. Brody asked what kind of paving was intended; Ms. Williams said it would be exposed aggregate concrete, like that recommended in the Streetscape Manual. There were no further questions and the project was unanimously approved. Exhibit C

C. General Services Administration, National Capital Region

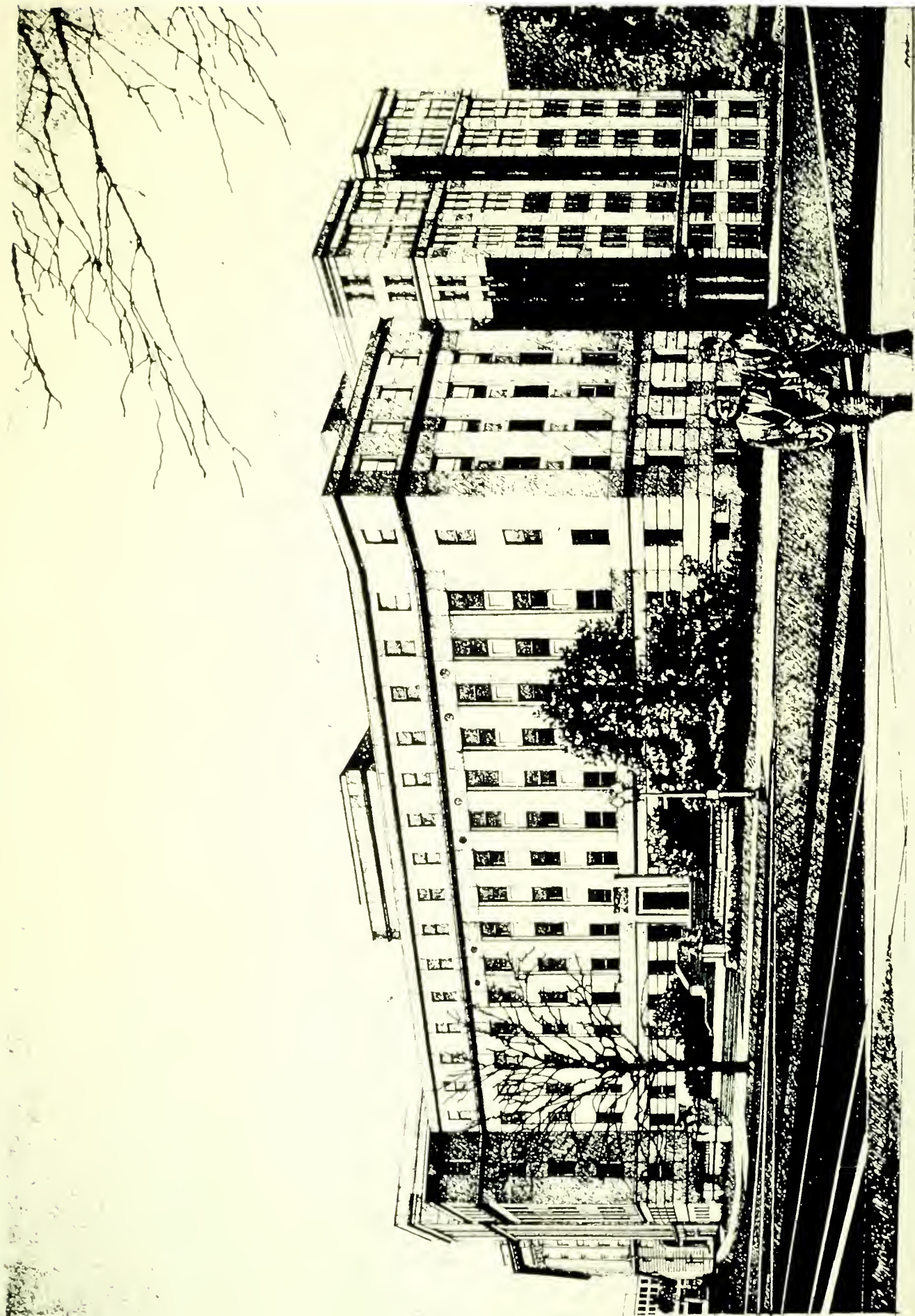
CFA 17/NOV/94-4, Ariel Rios Building, 1200 Pennsylvania Avenue, N.W. Handicapped accessibility ramps. Revised design. (Previous: CFA 27/JUL/94-10.) Staff member José Martínez said this was a revised design, in response to the Commission's previous comments, and he reminded the members that it was a prototype that would set the pattern for the design of other ramps within the Federal Triangle. For the benefit of the new members, the Assistant Secretary spoke briefly about the extraordinarily high quality of the architectural details and materials within the Triangle. Mr. Martínez showed photographs of the existing conditions and drawings of the first design for the ramps, and then reviewed the Commission's request for more symmetry and appropriate detailing. He introduced Diane Stolz from GSA to continue the presentation.

Ms. Stolz recalled that the Commission's earlier review had included designs for two entrances; she said the design for the ramp at Constitution Avenue was on hold, and the one at the Metro entrance would be the only one presented at this meeting. She recalled the Commission's request for a double ramp to keep the symmetry characteristic of the Triangle's architecture, and then introduced architect John Cole, of Cole & Denny.

Mr. Cole showed the new double ramp design, saying he would use the existing palette of limestone, fieldstone, bronze, and marble; he noted the marble steps, bronze torcheres, and the stone and bronze doorway. He said the new bronze rails would be simple and strong and would not compete with the original detailing.

The Chairman was concerned about the tubular shape of the handrails and the way they curved back at the end; he did not think this design was sympathetic to the architecture of the building. Mr. Cole said the ADA required round handrails, but Mr. Carson said there were provisions in it that provided a certain leeway for historic buildings. He said the staff would suggest a mock-up on the site so that everyone could see what was proposed. The Chairman recalled railings recently installed on John Russell Pope's National Gallery of Art building and said there must be some way that a similar design could be used. Mr. Ball agreed that the railings needed work, although he found the rest of the design much improved. Mr. Cole said he had taken his cue from the exterior rather than the more elaborate interior detailing when he designed the rails, but he said he was willing to make modifications; he said he needed general approval at this point if possible and would bring in the railing detail later. It was unanimously agreed that he could go ahead and then work on the railing detail with the staff, before bringing it back to the Commission. He was also asked to do a mock-up so that the Commission could see it before giving final approval. Exhibit D

D. District of Columbia Department of Consumer and Regulatory Affairs



33. SL 94-98. Acacia Building.
51 Louisiana Avenue, N.W.
Addition - revised.

1. Shipstead-Luce Act

a. S.L. 94-98, 51 Louisiana Avenue, N.W. The Acacia Building. Revised design for building addition. (Previous: CFA 20/OCT/94.) Mr. Martinez reviewed the Commission's reservations about the mass and height of the addition when it had been reviewed the previous month, and the request for more visual information, including sight-line studies. He then introduced George Hartman and Graham Davidson from Hartman/Cox, architects, to present a revised design.

Mr. Hartman showed slides to familiarize the new members with the project, including an aerial view on which he pointed out the existing building, the Capitol, and the Capitol grounds. He said that while the addition would have no impact on the Capitol, the building did stand on the edge of the Capitol grounds. He said that in the revised design the top floor of the addition had been removed, as well as pieces of new construction that had come out over the original building. Facades were now more institutional than commercial in character, and the atrium smaller; he showed drawings of the original and revised versions. On a site plan Mr. Davidson pointed out the old Tiber Creek sewer running underneath the original building, noting that its location had been a major factor in the design of that building, particularly the set back from the property line, and was also responsible for problems in designing the new addition. He then showed the original and revised designs on a model, as well as sight-line studies, using the lower height.

There was agreement among those members who had seen the project earlier that it was much improved, and there were no objections from the new members. A motion was made that the revised design be approved, and it was carried unanimously. Exhibit E

b. Appendix I. The Appendix was approved without objection.

2. Old Georgetown Act

a. Appendix II. Ruth France, a representative from the Citizens Association of Georgetown, asked to comment on a project that was on the Appendix. She said she had heard from preservationist Sally Berk that some original interior walls of the Vigilante Firehouse on Wisconsin Avenue had been demolished during the alteration work. She said the Citizens Association could write the District deploring this and the fact that some of their procedures had apparently not been followed, but she was open to any other suggestions.

Mr. Martinez said the Georgetown Board had asked the applicant to preserve as much of the interior as possible, although the Old Georgetown Act did not give the Commission jurisdiction over

interior alterations. The Assistant Secretary said he had checked with the Chief of the Historic Preservation Office and was told that it was likely that some of their procedures had not been followed because of a mix-up in the building permit process. He added that a great deal of research had been done on the project, including looking at old photographs, and that he had been involved personally with the building in 1963 when he was doing measured drawings of it for a HABS project. He said the Georgetown Board had been enthusiastic after the final review that at least the exterior would be restored since the building was in such a deteriorated condition. He said Mrs. France had discussed the problem with the staff, and he was staying in touch with the D. C. Historic Preservation Review Board, where the matter now resided.

The Chairman and the other members agreed that the Commission was doing all it could in this case, and the Appendix was then approved without objection.

E. National Park Service, National Capital Region

CFA 17/NOV/94-5, Arlington, Virginia. Repainting Netherlands Carillon. The Assistant Secretary showed the location of the carillon on an aerial photograph, noting that it was almost on axis with the Mall and near the Marine Corps Memorial, Arlington Cemetery, and the proposed site for the Air Force Memorial. He added, parenthetically, that the Commission would see a new master plan for Arlington Cemetery at the January meeting.

Mr. Myer said the carillon was originally a darker color to control its visibility from the monumental core, but was later painted light grey, which made it quite noticeable from the Mall; he showed photographs. He said the Netherlands government had offered to restore the carillon and the question now was what color it should be painted. He suggested that paint samples on the site might be useful, and then introduced Glenn DeMarr from the Park Service to discuss the project further.

Mr. DeMarr introduced Audrey Calhoun, superintendent of the George Washington Memorial Parkway, within whose grounds the carillon was located, and then showed old slides he had found with the carillon painted a darker color. He said it was referred to as "olive drab" or "bronze". He noted that the carillon had been a gift from the government of the Netherlands commemorating the liberation of that country from Nazi Germany, that the design had been approved in 1957 and the carillon dedicated in 1960. Mr. DeMarr said the light grey paint was used for the first time in 1969-1970, and that in 1970 Secretary Atherton had signed a letter stating that the Commission would like to see the carillon painted flat black. He said plans were to do the repainting in time for celebration of the fiftieth anniversary in May 1995.

The Chairman said he thought painting it black might not be bad; he commented on the relationship of the steel framework to the work of Mies van der Rohe and Piet Mondrian. It was stressed by the Chairman and other members that it must be flat black, not shiny, and that a military olive drab (as suggested by the government of the Netherlands) would definitely not be suitable. Bronze was considered a possibility, but trying to duplicate a metal color with paint questionable; it was also noted that metallic paints were generally not long-lasting. Charcoal brown was also mentioned. The Chairman suggested that a number of dark shades be tried using computer technology as well as paint samples. Mr. Ball then commented on the harshness of the structure; he thought more landscaping at the base might help mitigate this.

Ms. Calhoun said she really needed a decision now, so the painting company could begin work before cold weather. A motion was then made to reaffirm the Commission's 1970 letter and request that the tower be painted flat black. Mrs. Clark said she could not vote for black but could accept a charcoal brown or something similar. Noting that color was a very subjective thing, the Chairman suggested the experimentation with dark colors previously voiced and was unanimously supported by the other members.

Exhibit F

The public session of the meeting was then adjourned, and the Commission went into executive session to hear the following presentation.

EXECUTIVE SESSION

F. National Park Service, National Capital Region

CFA 17/NOV/94-6, Comprehensive Design Plan for the White House and President's Park. Status report. The Assistant Secretary recalled the Commission's urging, a number of years ago, that a long-range plan be developed for the White House area, so that piece-meal efforts in reaction to security threats, overcrowding, etc. did not diminish the quality of the nation's most important house and its surroundings. He said the Park Service had been working on such a plan, that it had involved the Chairman and the staff, and that Jim McDaniel, Associate Regional Director for the White House Area, was ready to give the members a status report. He introduced Mr. McDaniel.

Mr. McDaniel commented on his organization's past relationship with the Commission and the importance of early consultation and dialogue in developing plans for such an important resource as the White House. He recalled specific projects in the recent past--the entrance building for visitors, security barriers, and even the color of the building itself--that had benefitted from the Commission's advice. Then he commented on the Commission's recommendation for long-range, rather than piece-meal planning, the

subsequent support of the President's staff and the Congress, and the necessary funding. He said that in the past two years the issues and problems had been identified and some solutions and alternatives had been developed, all in cooperation with the eleven agencies that deal with the White House and its grounds. Outside opinion and comments from the public had also been solicited. Mr. McDaniel then introduced members of the planning team, and asked Ann Bowman Smith to continue the presentation.

Ms. Smith commented on the historical and symbolic importance of the White House, the many functions it sheltered in addition to providing living quarters for the President and his family, and the changes the automobile had brought to the grounds. She noted the severing of the south grounds from the Ellipse area by the heavy commuter traffic on E Street, the equally heavy traffic on 15th and 17th streets, the parking throughout the area, the wall of tourist buses in the morning hours, and the various barricades and orange plastic bumpers placed to divert traffic when special events were taking place. Visitors needed to cross the streets, wait in line and move quickly through the house; often when they came out they were not sure what they had seen. Motorcades had to be dealt with and staging was a problem; it occurred all over the complex. The security problems, she said, had been amply demonstrated in the past few months.

Inside the house, the first family needed more informal, multipurpose space. Delivery areas, storage space, and circulation were woefully inadequate, and media space crowded; there was no separation of functions.

Ms. Smith said that in an effort to identify problems and solutions, meetings and workshops had been held with the agencies involved and other interested parties, as well as with experts in a variety of fields. Interviews had also been arranged with visitors to the area. Out of these efforts had come three alternative plans, closely related and not varying too widely from each other, since there seemed to be a common agreement on the goals to be reached.

The first alternative focused on the needs of the President, as the prime user of the house and grounds. Alternative 2 was slightly broader in that it addressed the needs of all users. Alternative 3 moved in the direction of considering what functions might move out of the complex, taking more of a conservation and preservation viewpoint. She asked Dennis Strah, a member of the planning team, to discuss them.

Mr. Strah said that as the members had already received a book containing the three plans and an explanation of each, he would just touch on the highlights. In Alternative 1, he noted that both Pennsylvania Avenue and E Street would remain open; Hamilton Place and State Place would be closed. West Executive Avenue would

remain much as it was, with the arrival function maintained, but it would have a more parklike character. Jackson and Madison places would be closed to vehicular traffic, and East Executive Avenue would remain pedestrian only. The Ellipse would also be reserved only for pedestrians. There would be underground staff parking and delivery areas at State and Hamilton places and a two floor underground garage for staff under the northwest corner of the Ellipse, accessed from Constitution Avenue at 16th Street.

The White House Museum would be in an underground structure at the northeast corner of the Ellipse, and White House visitors would enter underground south of East Executive Avenue and go through an interpretative center to the existing security building at the east entrance to the White House. Press facilities and meeting rooms would be placed underground at West Executive Avenue. There would be a pedestrian underpass from Jackson Place on Lafayette Square to the north plaza of the OEOB and the underground West Executive Avenue facilities.

In Alternative 2 Pennsylvania Avenue would remain open but E Street would be tunneled. State Place and Hamilton Place would be closed with parking below them, but there would be no underground garage beneath the Ellipse; White House staff would park in nearby commercial garages and reach the complex by shuttle buses. The visitors' center was located beneath the Treasury Annex on the north side of Pennsylvania Avenue, with an underpass connecting it to the White House at East Executive Avenue. The underpass at Jackson Place, shown in Alternative 1, would remain. East and West Executive avenues would terminate in plazas to the south, for better views over the Ellipse.

Under Alternative 3, Pennsylvania Avenue would remain open, but E Street would be completely closed, and commuters would have to find other ways through this area. The idea behind this was the reinforcement of the pedestrian experience and the return to the historic configuration of the south grounds. As in Alternative 2, there would be no underground garage beneath the Ellipse. As in Alternative 1, the visitors' center would be located underground in the northeast corner of the Ellipse.

A discussion followed with the members of the Commission. Mrs. Clark was concerned about security in the entrances to the underground facilities. Mr. Ball commented on the parking, suggesting that one large garage beneath the Ellipse, entered from Constitution Avenue, would not have such a negative impact on the heavy traffic on 15th and 17th streets as the two smaller garages would have; also, it would not be threatening to the foundations of the older buildings as the east and west garage locations might be. He thought the possibility of a terrorist attack would also suggest keeping the garages as far from the old buildings as possible. As far as E Street was concerned, he said he was in favor of tunnelling it.

Mrs. Rose said she liked the idea of underground parking, the closing of State and Hamilton places, and the tunneling of E Street. She did not like the idea of placing the visitors' center underground, and wondered if Treasury could be persuaded to allow it to occupy above-ground space in their annex.

Mr. Robinson said he would like to see a closer relationship between the White House and Lafayette Park, perhaps with the White House Museum located there. He said he was pleased that none of the alternatives advocated closing Pennsylvania Avenue, as he thought people ought to be able to drive by and see the White House. He questioned placing the visitors' center in the Treasury Annex, outside the boundaries of the White House complex and Lafayette Park, and he had some concern about its being underground, but thought that could be worked out.

Mr. Ball commented on the vista from the Capitol to the White House. He said that although the Treasury Department obscured it to a great extent, some part of it was still visible and should be reinforced. He thought the trees around the Sherman Memorial might be obscuring it. Mr. Strah said he thought the removal of the parked cars in that area would help, as would the proper design of the entry into the underground parking near Treasury. Mr. Robinson commented that undue effort to reinforce the vista would not be worthwhile if it had an adverse affect on other amenities in the area.

The Chairman commented on the possibility of tunnelling E Street, saying that he had not yet made up his mind about that. He said he could see the advantages of having an unbroken greensward and easy pedestrian access, but he was reminded of the attempt to tunnel every street crossing the Mall in Skidmore, Owings & Merrill's 1965 plan and thankful that the Commission had disapproved it. He said that not only would it have deprived citizens the opportunity to see the Mall as they drove across it, but it would have created a series of gaping tunnel mouths in the monumental part of Washington. He thought this aspect of tunnelling had to be considered very seriously. He commented specifically on the difficulty of handling a tunnel entrance at 15th Street, in close proximity to Pershing Park and Freedom Plaza. He asked if any studies had been done on E Street traffic to determine what would happen if the street were closed. Mr. Strah replied that a study was underway, but he noted that when a street was closed, people usually found other routes.

Mr. Ball commented on the underground parking entrances, saying that in Paris garages had been built directly beneath the streets, and the entrances and exits were quite unobtrusive. The Chairman said he was surprised that a garage under the Ellipse for staff parking appeared in only one of the alternative schemes; he thought this was essential and would be the only way to get rid of surface parking; he said taking a shuttle bus from a commercial garage would never be acceptable.

Ms. Smith closed the discussion by saying that subcommittees had been formed to look into various aspects of the plan: one would be concerned with architecture and landscaping, for example, another with finance. She said that after public review of the alternatives had been finished, a draft plan would be formulated, with a substantially completed plan ready in December 1995.

The Chairman asked Ms. Smith if she had touched base with Capitol Hill; she said she had. Mr. Brown observed that even though the White House and its grounds were symbolic of the Executive Branch, such a plan was really a national issue and should be sold to the entire country, not just to those in Washington. He and the other members then commended Ms. Smith and her team for their work; no action was necessary. Exhibits G, G-1

The meeting was adjourned at 1:50 p.m.

Signed,

A handwritten signature in cursive script, appearing to read "Charles H. Atherton".

Charles H. Atherton
Secretary

THE COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS 17 MAY 1910

THE PENSION BUILDING
441 F STREET, N.W., SUITE 312
WASHINGTON, D.C. 20001

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5 December 1994

EXHIBIT A

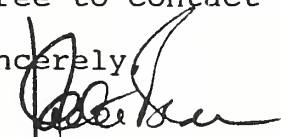
Dear Mr. Faught:

During its meeting of 17 November 1994, the Commission reviewed plans for the redevelopment of the Bellevue Housing site for the Naval District at Bolling. The members are in full agreement that the existing housing shown is deplorable. The members also agree that reducing the number of units from 396 to 188 is, at face value, a step in the right direction. In this respect, the new housing design, the introduction of recreational park space, and the consolidation of community services is to be commended. However, in context with the adjacent Naval Research Laboratory, the nearby Blue Plains Sewage Treatment Plant, the shipment of toxic chemicals by rail through the site, and the future of the Bolling Anacostia Tract in general, there are serious doubts as to the appropriateness of such a development.

The question that arises is whether some of the most valuable real estate in the Capital should be the site of a subsidized suburban housing tract. While the question may appear rhetorical, it aims at the heart of the matter: the future of Washington as a major world capital. On the other hand, in immediate practical terms, can the Commission give its imprimatur to the location of family housing within an environment that is potentially hazardous?

In order for us to wend our way out of this thicket, the members request a consolidated long term Master Plan(s) for all the jurisdictions occupying the Bolling Anacostia Tract as well as an Environmental Impact Statement addressing the concerns raised, including provisions in the event of a toxic chemical spill. In the meantime, pending review of this material, the Commission must withhold final action on the Bellevue housing project. Obviously, there will be questions; please feel free to contact the staff.

Sincerely,


J. Carter Brown
Chairman

Mr. William D. Faught
Director, Installation Planning Division
Engineering Field Activity Chesapeake
Washington Navy Yard, Building 212
901 M Street, S.E.
Washington, D.C. 20374-5018

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EXHIBIT B

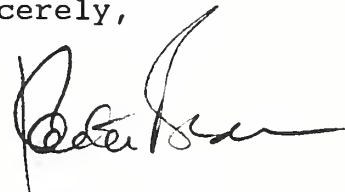
Dear Mr. Faught:

During its meeting of 17 November 1994, the Commission reviewed plans for a small addition to Building 6, the Chapel at the Naval Security Station on Ward Circle. It is understood that the project was generated by the need to address the ADA and that, as such, the program includes exterior handicapped access ramps.

While the members approve the general configuration and placement of the addition and ramps, the setting for the historic chapel needs study. Among the concerns raised was the undesirable location of the security fencing fronting the portico as well as the awkward placement of the parking area, existing walkways and canopy. The Commission recommends the submission of careful studies of the site as a whole before specific approval can be considered for the addition and ramps.

The members look forward to the review of designs for the parking area along with an integral walkway system and landscape plan sympathetic to the historic structure. As always, the staff is available should questions arise.

Sincerely,



J. Carter Brown
Chairman

William D. Faught
Director, Installation Planning Division
Engineering Field Activity Chesapeake
Washington Navy Yard, Building 212
901 M Street, S.E.
Washington, D.C. 20374-5018

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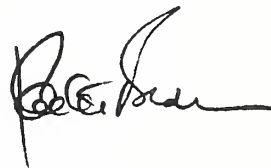
5 December 1994

EXHIBIT C

Dear Mr. Durham:

During its meeting of 17 November 1994, the Commission reviewed and approved the landscape design for the tunnel roof over I-395 between the Forrestal and Federal Aviation Buildings across Independence Avenue from the Smithsonian Arts and Industries Building. The members are pleased to note that the design components will follow the Streetscape Manual developed for the Mall Roads Improvement Program under the direction of the federal Department of Transportation and that the plant materials chosen will reflect the new environmental incentive for drought-resistance and low-impact maintenance.

Sincerely,

A handwritten signature in dark ink, appearing to read 'J. Carter Brown', with a stylized flourish at the end.

J. Carter Brown
Chairman

Mr. Archer L. Durham
Assistant Secretary for
Human Resources and Administration
Department of Energy
Washington, D.C. 20585

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5 December 1994

EXHIBIT D

Dear Mr. Finberg:

During its meeting 17 November 1994, the Commission reviewed the revised design for the handicapped access ramps at the Ariel Rios Building.

The placement of the symmetrical ramps at the main entrance "A" is a considerable improvement. However, the detailing of the railing needs additional study. We recommend using the existing architectural vocabulary of the building, or developing new details complementary to the architecture of the entrances.

The design resolution for handicapped access to the Ariel Rios Building will provide the framework for the rest of the Federal Triangle. As such, careful attention should be given to detail, context and compatibility.

The Commission recommends working with the staff prior to the next review.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Carter Brown', with a stylized, flowing script.

J. Carter Brown,
Chairman

Mr. Jack Finberg
Acting Director, Planning Staff
General Services Administration
7th and D Street, S.W. Room 7618
Washington, D.C. 20407

AGENDA ITEM EXHIBIT

17 November 1994

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
S.L. 94-98	51 Louisiana Avenue, N.W. The Acacia Building Office building	New building addition - revised concept

ACTION: No objection to concept of proposed addition to the Acacia Building as shown in supplemental drawings received and dated 3 November 1994. The reduction in height and apparent mass is an improvement over the previous scheme which would have required a zoning variance. Submit drawings of the building elevations for review as they develop.

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EXHIBIT F

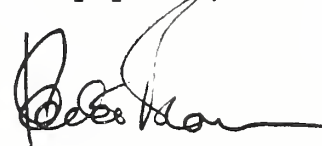
Dear Mr. Stanton:

The Commission of Fine Arts met with Mr. DeMarr on 17 November 1994 to discuss plans to renovate and repaint the Netherlands Carillon in Arlington, Virginia. Since all research indicates that the present light grey color is not original and the proposal is for a darker color, closer to the appearance of the nearby tree masses, we are all in favor of the change.

In a matter as subjective as color choice, we feel that it would be useful to expose the Government of the Netherlands to your proposal. We would suggest avoiding a military color such as olive drab. Several of the Commission members recommend additionally against any metallic paint, such as the bronze shown at our meeting, on the basis of its questionable stability and longevity. Noting further that the Commission is on record recommending flat black in the 1970's and that several members voiced support for that or a charcoal brown, we leave you with those and other avenues to explore, possibly by computer-generated photo enhancement and/or on-site samples.

We are delighted to see efforts at restoring the structure and look forward to working with you as the process unfolds.

Sincerely yours,



J. Carter Brown,
Chairman

Mr. Robert Stanton
Regional Director
National Park Service
National Capital Region
1100 Ohio Drive, S.W.
Washington, D.C. 20242

Briefing on the Comprehensive Design Plan for the White House

National Park Service participants

November 17, 1994

Commission of Fine Arts

Executive Session

James McDaniel, Associate Regional Director, White House Liason,
National Capital Region

Ann Bowman Smith, Project Coordinator, Comprehensive Design Plan
for the White House

Richard Turk, Project Team Captain/Historical Architect

Dennis Strah, Landscape Architect

Dr. Pat O'Brien, Historian

Edmundo Nieto, Jr., Architect

Karen Andrews, Natural Resource Specialist/Economist

Alison Cook, Landscape Architect

Christopher Finlay, Landscape Architect

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EXHIBIT G-1

5 December 1994

Dear Jim:

The briefing on the status of White House plans on November 17th was excellent, particularly for our new members. As you know, a number of issues arose during the discussion which I hope the planning team found useful. In that spirit, I am enclosing a transcript of our meeting for your review. I look forward to seeing you on December 7th.

Sincerely,

A handwritten signature in dark ink, appearing to read "J. Carter Brown", written in a cursive style.

J. Carter Brown
Chairman

Mr. James McDaniel
Associate Regional Director
White House Liaison
National Park Service
National Capital Regional Office
1100 Ohio Drive, S.W.
Room #344
Washington, D.C. 20242

